

NEW FEATURES IN AUTOS

Mechanical Improvements Keep Crowd Busy at the Show.

SOME BRAKE BANDS WIDER

Charles E. Duryea Tells About What Must Be Taken To Be Appreciated.

By Charles E. Duryea.

The double automobile show now in progress at Madison Square Garden holds many interesting mechanical improvements which must be seen to be appreciated. On the Kline cars the wide brake bands are worthy of attention. The drop in the frame allows the body to be lower, while the rise at the rear gives ample room for the large wheels, with their high axle. Adjustments are provided for the leather of the cone, so that it may take hold as sweetly as desired, and the inlet manifold and carburetor are on the left side, where the exhaust heat can help warm the mixed gases.

One machine uses simple natural circulation, which is growing in favor, and has much merit. Its rear axle is braced by a central strut leading to ball-and-socket joints in front, where the three joints are line with each other and make a strong, light construction. The rear end of the body is supported by a cross spring, which is carried over a parallel bar behind the rear axle.

The Palmer-Singer "Six" employs a foot and hand throttle, which permits controlling the car even though one's hands may be busy at some other service. The cooling fan is especially large, being 21 inches in diameter and having eight blades. All the spring joints and the steering bar joints are fitted with grease cups to stop noise and wear. The frame is swept in at the front to allow narrow turning, and curves up over the rear axle and down again neatly. The shifting mechanism near the gear case is enclosed to hold oil and keep out dust.

The Ohio car shows an enclosed flywheel, the gear case shifting bars are at the rear of the case in a neat position, although not a common one, and the frame is braced at the central cross member. A V-torsion rod is used and spring hung at its front end. The large gimbal joints are nicely leather covered.

The Atlas motor shows decided improvement. Roller bearings of a new design are fitted. The central part of the shaft is made hollow, and serves to admit the mixture, instead of the disk formerly used. Gasoline is mixed with the oil for lubrication with great success, and a new type of screen in the transfer passage prevents back firing. The two-cycle motor is attracting much attention, and students will do well to examine this exhibit. The clutch is quickly adjustable and the piston head shape has been improved.

The Simplex cars have double chain drive, with double transmission brake. Throttling is by foot and hand, as on the Palmer-Singer and some others. The gear shifting mechanism is enclosed. In the shift driven models the rear axle is well braced for lightness and strength.

In the Stoddard-Dayton, among a number of good features may be mentioned the placing of the spark and throttle at the left of the column and under the wheel, where they can be reached by the left fingers, leaving the right hand free to handle the brake and clutch levers.

In the Midland cars the differential is easily removed, the rear axle is well braced and braced by diagonal braces, as are many others. The pedals for throttle and cut-out sink flush into the floor and cannot catch on lap robes or other articles. The flywheel and the plate clutch in it are enclosed to keep in the oil and out the dirt.

In case cars the rear springs are noticeable, in that the rear springs are seven-eighths elliptic. This adds elasticity, with little added weight. The lamp brackets are tied together by a cross bar, as in the Regal and a number of others, and the spark and throttle levers are toward the top of the wheel, where they can be reached by either hand, but are not likely to be pulled by one's clothes.

The Cadillac cars have increased the bore of the engine to 4 1/2, making the bore and stroke the same. The change gives more power, and is along right lines. The wheel base has been made 116 inches, instead of 110, and a slightly flexible metal clutch ring is used, so the clutch takes hold sweetly without any adjustment of the lever.

NOT NEW, ANYHOW.

From The Elmira Advertiser.
"Murphy to settle it." is a headline in a New York paper. Once more, this is not new.

AUTO ENGINEERS AT DINNER

Henry Souther Elected President To Succeed Howard Coffin.

When Howard E. Coffin turned over the reins of the president of the Society of Automobile Engineers to his successor, Henry Souther, last night, at the engineers' banquet, held at the Automobile Club of America, there was genuine regret expressed by every member of that organization.

During Mr. Coffin's incumbency great work has been done for the automobile industry in furthering the intelligent manufacture of cars. To Mr. Coffin great credit is due for the standardization of automobile parts and for the results of his years of research and study as to the proper use of material.

Every effort was made to continue Mr. Coffin in the chair at the head of the Society of Automobile Engineers, which is made up of the ablest engineers and scientific experts in the automobile industry. A movement was on foot to amend the constitution, so that Mr. Coffin could be re-elected, the governing instrument of the society providing that the office of president could not be filled by one man two years in succession, but Mr. Coffin himself snipped that piece of strategy in the bud, as he desired to confine himself more closely to designing and building Hudson cars in the future.

KEYES SLUGS TO VICTORY

Human Battering Ram Bests Ferns at Sharkey A. C.

Best Keyes, the veteran lightweight, of the East Side, who has recently returned from a successful tour of the South, bludgeoned and battered his way to victory over Harry Ferns, of the West Side, in a ten-round match at the Sharkey Athletic Club last night. Little or no science was shown by either. Ferns, however, was the cleaner boxer of the pair. Keyes was the rugged fighter and often overcame the little science of his opponent.

The order of battle was simple. Keyes rushed without rest or let-up, and swung in his powerful blows. For a while Ferns blocked well. Finally, however, the flesh bruising punches battered down his guard, and several times Harry was in dire distress and in danger of a knockout.

In the final round Keyes rushed out of his corner, and after the perfunctory handshake proceeded to land blow after blow. Ferns poked a right to the face and hooked a right to the head, and shot a left to the mouth. This evidently enraged Keyes, for he tore in with right and left to the face and body, while Ferns retreated before him. A left to the stomach had Harry in trouble. Keyes, scenting victory, put a right to the jaw. Ferns teetered into a clinch and hung on until the bell ended the bout.

YACHTSMEN IN SYNDICATE

Challenger To Be Built for Manhasset Bay Cup.

At a largely attended special meeting of the Seawanhaka Corinthian Yacht Club held last night at the New York Club, No. 25 West 4th street, at which Commodore F. S. Hastings presided, a syndicate of club members was formed who will furnish the capital to build a challenging yacht to contest for the Manhasset Bay Challenge Cup. The American Yacht Club has recently accepted the Seawanhaka challenge.

H. M. Crane, Johnston de Forest and Sherman Hoyt were appointed as a committee to superintend the building of the boat and to sail her in the contests this season. The contract to build the boat has not yet been given out. Ex-Commodore E. L. Benedict gave an interesting recital of his recent experience in the storm encountered by his yacht Onelia, on her way here from Bermuda.

The model committee reported that it expects to have many new models in the near future, including that of ex-Commodore Tod's new schooner. The election of officers for 1911 was postponed until February 25.

NEW YORK LOSES AT BILLIARDS.

Chicago, Jan. 11.—Charles Morin, of Chicago, defeated Leon Magnus and James Blair, of New York, 50 to 24, in the third game of the three-cushion series of the National Intercity League here tonight, winning the series for Chicago by two games to one. Morin made a new average for the series, running out in his sixteenth inning. Blair's high run was 5.

INDIANS FIVE DEFEATED

Philadelphia, Jan. 11.—Pennsylvania defeated the Carlisle Indians at basketball tonight by the score of 25 to 23. The first half was a tie, at 14 each.

FREIGHT RATE HEARINGS

Brandeis Charges Railways with Unscientific Management.

Washington, Jan. 11.—"We contend that rates are ample, but that the expense of operation is excessive; that wages are not too high, but that, as the management is unscientific, labor, material, equipment and plant fall to give adequate results. We plead for the introduction of scientific management, under which the railroads shall get 100 cents for every dollar expended."

In opening his argument for the shippers of the Atlantic seaboard, before the Interstate Commerce Commission, to-day, Louis D. Brandeis, of Boston, thus presented the fundamental reason, in his mind, why freight rates should not be advanced, as proposed by the railroads.

Mr. Brandeis declared that no railway company operating in official classification territory had introduced into any of its departments the principles of scientific management. He believed that these principles were properly applicable to railroads as to any other industrial enterprise.

Mr. Brandeis pointed out that no actual co-operation existed among the roads with a view to reducing the cost of any particular operation. Particular work was done by one road at a less cost than it was done by any other road, because, perhaps, of the efficiency of the men directing the operation. If there were co-operation among the roads the highest measure of efficiency could be obtained.

Co-operation, also, in Mr. Brandeis's opinion, would secure reductions in the cost of steel rails, in the price of which, he believes, an enormous saving could be made.

"The four steel companies," said Mr. Brandeis, "have altogether sixty-five directors. Forty of these sixty-five are directors, in the aggregate, in fifty-two railroads, including the most important systems. Is it a wonder that the railroads did not direct their combinations to secure a reduction in the price of steel?"

"The economies which would result if all the railroads in the United States introduced scientific management have been estimated at not less than \$1,000,000 a day. This would result in reducing the present operating cost of the railroads an average of 20 per cent."

Mr. Brandeis then presented figures to indicate that this estimate was moderate. A saving of 20 per cent in official classification territory alone would amount to approximately \$200,000 a day, or \$180,000,000 a year, while the proposed advances would yield only \$75,000,000 a year.

Mr. Brandeis showed by statistics of various Western railroads how not only material savings but very large savings had been effected in the last half dozen years. He believed that a saving of \$500,000,000 a year could be made in the one item of coal.

Mr. Brandeis argued that there was enormous waste in fuel on practically all lines. In his belief the terminal problem was the greatest problem of transportation now confronting the railroads. While the cost of handling freight at great and expensive terminals had been reduced during the last fifteen years, it still was greatly in excess of what it ought to be. He believed that at least 25 per cent in the present terminal charges, now aggregating \$200,000,000 a year, could be saved through scientific management.

PROF. BUMPUS STILL OUT

More Reports of New Head for Natural History Museum.

The failure of Professor Herman Carey Bumpus to resume his duties as director of the American Museum of Natural History, at 7th street and Central Park West, since his return last month from a six months vacation, has given some credence to the report that the trustees intended to give the place to some one else.

Professor Bumpus returned last night to his home in New Rochelle from a brief trip to the West, and declined to discuss the possibility of his permanent retirement. He said all such matters were in the hands of Professor Henry F. Osborn, president of the museum and of the board of trustees, and that anything to be said on the subject should come from them.

Professor Osborn said yesterday that the whole matter was in the hands of a committee, of which he was not a member, and that the committee was making a thorough investigation of the management of the institution. "Not that there is anything wrong," said Professor Osborn, "but the committee has spent a month so far in their investigation and are not yet ready to report." He added that Acting Director Townsend will continue to fill temporarily the duties of director.

CHANGES IN PRUDENTIAL.

The Prudential Life Insurance Company announced at Newark yesterday that Forrest F. Dryden, for five years second vice-president of the company, had been elected vice-president, and that ex-Chancellor William J. Magie had been named a member of the board. These changes were made as a result of the resignation of Dr. Leslie P. Ward. The office of second vice-president remains unfilled for the present.

MRS. RECTOR ON STAND

Tells of Hearing Husband Offer Money to Correspondent.

Mrs. Emily Rector was the only witness yesterday at the second day of the trial of her suit before Vice-Chancellor Garrison, in Jersey City, for a divorce from Dr. Joseph M. Rector, surgeon of the 4th Regiment of the New Jersey National Guard. Her unhappiness began, she testified, at a 4th Regiment ball, in the army, in November, 1906, at the end of a dance she had with her husband when Dr. Rector said to Mrs. Rector, to whom Mrs. Rector charges her husband with being too attentive:

"You're a nice one. You promised that dance to me." Mrs. Smith had danced with Mrs. Rector's brother, Peter Bentley, a lawyer, who is assisting her in the trial. "I said to my husband, 'How didn't you enjoy that dance?' 'Yes,' he said, 'but he danced with Mrs. Smith a great many times that night.'"

Mrs. Rector was cross-examined for five hours by J. Merritt Lane, who had not finished when the case was adjourned until this morning. She ceased to try to hold her husband's love, she said, when she heard him call Mrs. Smith on the telephone and offer her \$100. After the money offer to Mrs. Smith, Mrs. Rector had "practically no conversation with Dr. Rector."

Mrs. Rector said she met John H. Winans, the correspondent named by her husband in his cross suit, when he was at a summer resort at Oakland, N. J., in 1907. A letter from Winans to Mrs. Rector, dated September 27, 1907, was put in evidence from which Mr. Lane read: "By the way, we have not had that luncheon, and I am glad we have not, because it is more pleasant to look forward to than to think of as past."

COTTON WILL ADVANCE

Operator Says Prices Are To Be Much Higher Before End of Year.

New Orleans, Jan. 11.—"I consider present prices cheap and feel confident that cotton will sell at a much higher range of prices before the end of the season," declared Frank B. Hayne, to-day.

"There remains not more than 175,000 bales of the present crop to be ginned after January 1," he says, "to which will have to be added linters and repacks, making a commercial crop of about 11,000,000 bales. The mills of Great Britain will consume more than ever before. In spite of ocean freights being the highest since 1905, there is such a scarcity of tonnage that it is impossible to move cotton as rapidly as required by European spinners."

SAN FRANCISCO MINING STOCKS.

San Francisco, Jan. 11.—The official closing quotations for mining stocks to-day were as follows:

Alpha Con.	66	Justice	69
Andes	64	Kentucky	65
Belden	78	Mexican	62
Bullion	10	Occidental	41
Caldenia	27	Opium	41
Challenge Con.	69	Overman	27
Chollar	21	Savage	19
Con Cal & Va.	20	Sig Heiler	69
Con Imperial	24	Sierra Nevada	10
Gold & Curry	16	Union Con.	24
Idaho	11	Utah Con.	66
Julia	11	Yellow Jacket	38

HOME FOR AGED BRITONS

Daughters of Empire Embark on Big Undertaking.

The Imperial Order of the Daughters of the Empire in the United States, of which Mrs. J. Elliot Langstaff, of No. 19 Seventh avenue, Brooklyn, is president, has embarked on a big undertaking. It is going to build a home for aged British men and women in this country. The money for the buildings is yet to be raised, but the land is promised; in fact, the order has the choice of two sites on Long Island, one of which will be donated when the order has decided which one it wants.

The decision will be made, and actual work on the home begun very soon, Mrs. Langstaff said yesterday. It is to be on the cottage plan, and will begin with one or two cottages, and the order will build others as it gets the means. A total expenditure of at least \$500,000 is contemplated, and the first gun in the battle for funds will be fired in the shape of a course of lectures.

Professor Frederick Cesar de Sumichrath, of Harvard University, will give the course at the Carnegie Lyceum, on Saturday evenings during Lent, under the auspices of the Daughters, and the proceeds will go into the building fund. His subject will be "The Origin and Growth of the British Empire."

"There are homes for people of other nationalities in this country," Mrs. Langstaff said. "There are Scandinavian homes, French homes, German homes, but no British home. And we have found so many pathetic cases of people of British birth, old, poor, and alone; yet if they had money to return to England they wouldn't wish to, for they have been away so long that the friends and the associations they had there are gone now, and they would find themselves alone there as here. Many of these people are of gentle birth, and the ordinary almshouse would mean a tragic ending to their lives."

Mrs. James Bryce, wife of the British Ambassador, is honorary president of the Imperial Order of the Daughters of the Empire, and Mrs. Courtney Bennett, wife of the British consul general, and Lady Porden Clarke, who, though she no longer lives in this country, keeps up her interest in things American. Mrs. Langstaff says, are honorary vice-presidents. Miss Grace Hay is the treasurer, and Mrs. Augustine J. Wilson is corresponding secretary.

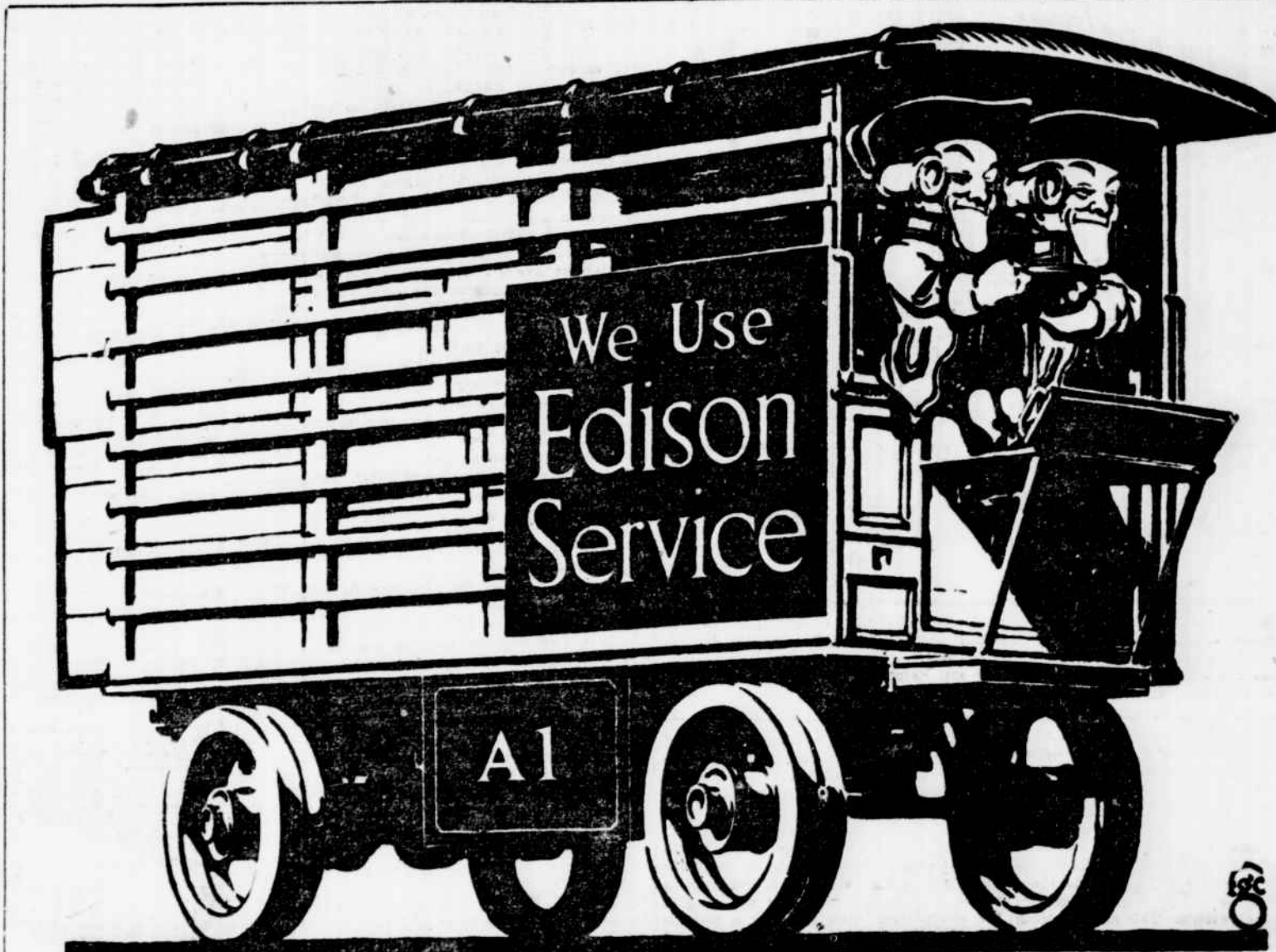
On the executive board are representatives of every part of the British Empire—Englishwomen, Irishwomen, Scotchwomen, Canadians, Australians, East Indians and West Indians. The society, which has nine chapters, was incorporated in December. It has been in existence for a couple of years.

TRACTION BONDS TO BE SOLD.

William A. Read & Co. are offering to investors at 92 1/2 and interest, to net 4 1/2 per cent, \$2,000,000 Boston & Northern Street Railway Company first mortgage refunding 4 per cent gold bonds, due July 1, 1934. The bonds are legal investments for savings banks in Massachusetts, Maine, Rhode Island and New Hampshire, and for life insurance companies in New York, Massachusetts and Connecticut.

CORNELL'S BIRTHDAY OBSERVED.

Ithaca, N. Y., Jan. 11.—Cornell commemorates the 104th birthday of Ezra Cornell to-day with appropriate exercises. The Founders' Day address by President Jacob Gould Schurman was a review of the life work of Goldwin Smith. All university activities were dispensed with for the day.



The Horse Is Disappearing From Our Streets

It is not surprising, for carefully kept records clearly prove the superiority of electric vehicles over horses for truck and delivery service.

THEY SHOW THAT:

Electrics are more economical. The current costs far less. No expense when not in use. Less space required. Much longer life. Electrics ten years old still in efficient use.

Electrics are more reliable. Never sick, don't run away, not bothered by snow or slippery streets.

Electrics are much faster, carry far greater loads, and can work continuously for long periods.

THEY DON'T GO BACK

These are a few of the many reasons why firms that change from horses to electrics don't go back to the old way.

Now, just a few words as to the advantages of electrics over all other power vehicles:

Electrics cost less to run. Unlike other vehicles,

there is no consumption of power when standing for deliveries or stopping for other purposes.

There are no fire and explosion dangers.

You can keep, and run, them anywhere without affecting your insurance.

Electrics are much simpler to operate. Any

intelligent horse driver can run an electric.

Electrics start and stop instantly.

They are free from all noise, smoke, dirt and other nuisance.

The New York Edison Company uses 90 electric vehicles.

We will gladly give you any information on the subject. Why not phone or write and ask for it?

FOR PLEASURE

The electric pleasure vehicle has just as many and as great advantages over other pleasure vehicles as electric trucks and delivery wagons have over all other methods of transporting merchandise.

Don't miss seeing the following exhibits of electric vehicles at

The Automobile Show—Madison Square Garden

January 16 to 21 (Second Week of the Show)

Space	Space	Space
Anderson Carriage Co. (Detroit Electric) 21A	Hupp-Yeats Electric Car Co 6A	Ward Motor Vehicle Co. 118A
General Vehicle Co. 20A	Lansden Co. 14A	Elevated Platform
	Studebaker Bros. Co. of N.Y. 15A	Waverly Co. 4A

All spaces except the one indicated are on main floor

The New York Edison Company Sells the Electric Current Only

ELECTRIC VEHICLES ARE SOLD, IN NEW YORK CITY, BY

ANDERSON CARRIAGE CO., 2236 Broadway—(Pleasure and Commercial).	GENERAL VEHICLE CO., 505 Fifth Ave.—(Commercial).	STUDEBAKER BROS. CO. OF N. Y., Broadway and 48th St.—(Pleasure and Commercial).
BAKER VEHICLE CO., 1790 Broadway—(Pleasure and Commercial).	HEALEY CO., 1654 Broadway—(Pleasure).	WARD MOTOR VEHICLE CO., Concord Ave. and St. Mary's St.—(Commercial).
COLUMBIA MOTOR CAR CO., 1651 Broadway—(Pleasure).	LANSDEN CO., 54 Lackawanna Ave., Newark—(Commercial).	WAVERTY CO., 342 Flatbush Ave., Brooklyn—(Pleasure and Commercial).
COUPEE GEAR CO. OF N. Y., 145 Broadway—(Commercial).	RAUCH & LANG, 406 Broome St.—(Pleasure).	WOODS MOTOR VEHICLE CO., 537 West 56th St.—(Pleasure).

The New York Edison Company

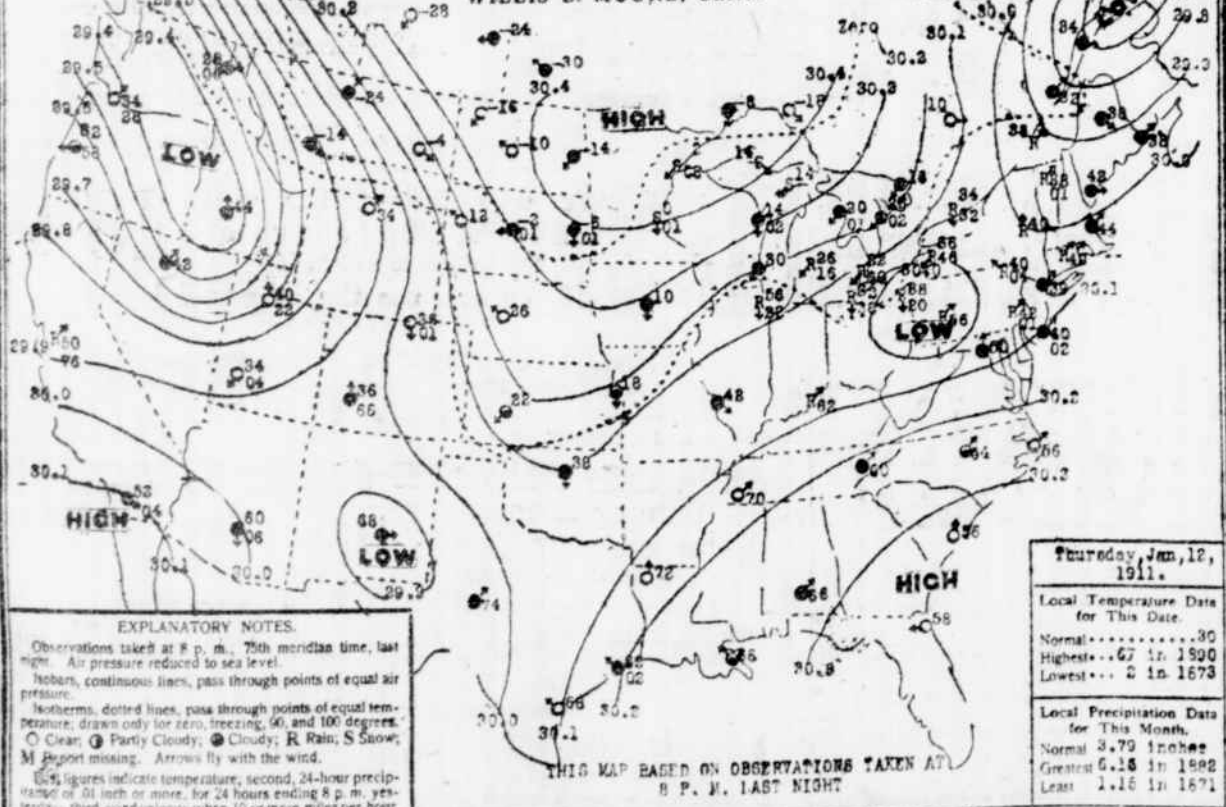
At Your Service

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U. S. Department of Agriculture, WEATHER BUREAU.

WILLIS L. MOORE, Chief.



THE WEATHER REPORT.

Official Record and Forecast.—Washington, Jan. 11.—The weather has become decidedly colder in the upper lake region, the upper Mississippi Valley and the middle plains states, and the extreme Northwest, the lowest temperature recorded being 26 below zero, at Havre, Mont. In the Southern States, the weather is generally clear, with a few light showers in the middle Atlantic and Southern States, and over the western plateau. A general change to colder weather will overcome the Southern States, the lower Mississippi Valley, the Ohio Valley, the upper region of the middle Atlantic and New England, during the next forty-eight hours, and the temperature will continue low from the upper Mississippi Valley westward to the Rocky Mountain divide.

The weather is unsettled over much of the country and during the last four hours there were rain and snow in the lake region and the upper Mississippi Valley and the Ohio Valley, the middle Atlantic and Southern States, and over the western plateau. A general change to colder weather will overcome the Southern States, the lower Mississippi Valley, the Ohio Valley, the upper region of the middle Atlantic and New England, during the next forty-eight hours, and the temperature will continue low from the upper Mississippi Valley westward to the Rocky Mountain divide.

probably Friday, colder, moderate to brisk winds, becoming northeast. For New England, Saturday, Sunday, and Monday, somewhat colder, Thursday night and Friday, moderate to brisk variable winds, becoming north and northeast.

Observations of United States weather bureau, taken at 8 p. m. yesterday, follow:

City	Temperature	Weather
Albany	40	Rain
Albany City	44	Cloudy
Albany	44	Cloudy
Buffalo	36	Rain
Chicago	26	Rain
New Orleans	20	Cloudy
St. Louis	20	Cloudy
Washington	20	Cloudy

Local Official Record.—The following official record from the Weather Bureau shows the changes in the temperature for the last twenty-four hours in comparison with the corresponding date of last year:

City	1910	1911
Albany	16	35
Albany City	16	35
Albany	16	35
Buffalo	16	35
Chicago	16	35
New Orleans	16	35
St. Louis	16	35
Washington	16	35

Highest temperature, yesterday, 42 degrees; lowest, 24; average, 28; average for corresponding date last year, 24; average for corresponding date last thirty-three years, 24.

Local Forecast.—Rain or snow to-day and probably Friday, colder, variable winds, becoming north to northeast.